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GEOGRAPHIC NEWS BULLETINS

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ESKIMO WOMAN STARTING FOR AUKS WITH A NET NEAR ELLESMERE ISLAND

(See Bulletin No. 2.)

HOW TO OBTAIN THE BULLETINS

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Feasting One's Way Around the World

TO FIND the counterpart of Thanksgiving Day in other lands and among other peoples, it is best to look first at their New Year's Day.

While these inaugurations of the year's beginning may come at most any season, depending on where you happen to be, the celebrations nearly always include a feast. On the occasion of the American Thanksgiving it is interesting to trace the feast menus of other countries.

Dining in the homes of England and Western Europe, the American abroad on New Year's Day would find the chief dish a reminder of home. Turkey, duck or goose makes the most popular roast in England, while plum pudding usually tops off the meal.

Turkey a Feast Favorite

In France and Spain, our American explorer of the world's tables would again encounter the turkey but there he would find the capon and the pheasant sharing its popularity. Methods of preparation, and side dishes, however, would tell him unmistakably that he was getting farther afield. Truffles, chestnuts and olives are important ingredients of the dressing of the fowls in those Latin countries. In France snails might be numbered among the viands that supplement the *piece de resistance,* and in Spain the meal, starting, say, with almond soup, would be sure to include among the secondary dishes a *sopa,* rice cooked in olive oil, with tomatoes and other vegetables and perhaps bits of meat.

In northern Africa, whatever the date of a feast, it would be sure to have as its central dish *cous-cous.* This consists of wheat prepared like fine grains of rice, steamed with lamb or mutton, and vegetables if the latter are obtainable. It is served in a large, almost hemispherical, basket-dish so closely woven that it will hold water. About this container the diners sit, taking their food with their fingers. Olives, dates, and figs help to complete the meal; and on occasion there may be a dish of locusts—"grasshoppers"—prepared with wheat. The legs, wings and heads are removed before the creatures are cooked.

Roasted Elephant's Foot—Yum Yum!

Among the Zulus of southern Africa whole oxen or bullocks are roasted at feast time; and in central Africa the feast of feasts is roasted elephant's foot.

In Persia, as throughout all the Near and Central East, mutton holds first place. There the accepted epicurean trick is to cook the meat in pomegranate juice. Rice is cooked in grease, and the two combined form the famous *pilau.* With the *pilau* is served the thin, crisp, paperlike bread of Persia.

If one's culinary investigations extend to backward Tibet he finds a strange combination of a barbarism which shows itself in the eating of raw meat—the "higher" and "gamier" the meat the better—and an inventiveness that has produced concentrated emergency rations. A Tibetan feast might consist of yak meat, strong tea mixed with rancid butter, and parched barley meal moistened with the greasy tea. Evaporated and dried yak's milk soaked in tea would constitute the Tibetan "dessert course."

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CACAO, OR CHOCOLATE, GROWING IN TABASCO, MEXICO

The Aztecs prized cacao very highly, and beans of this tree were used as money until the time of the conquest, when gold became the means of exchange. It takes six or seven years after planting to obtain a full crop (see Bulletin No. 3).

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Canada Creates World's Coldest Job: Ellesmere Patrol Post

THE FARTHEST north patrol station is to be established by the Canadian government on Ellesmere Island. Of known land areas only the tip of Greenland is nearer the North Pole than Ellesmere Island.

This island lies at the head of Baffin Bay, the broad water highway to the Arctic which is enclosed on one side by Greenland and on the other by Baffin Island.

William Baffin, for whom the bay and island are named, was the first white man to catch a glimpse of the unknown land which came later to be called Ellesmere Island. That was in 1616; but it was only a glimpse, and other Arctic explorers were so long in duplicating Baffin's farthest north that there came to be serious doubt of the existence of Ellesmere Island.

Two Centuries Between Visits

The land was not sighted again until 1852. The first white man to set foot on it was Dr. Hayes, a member of Kane's expedition in 1854. After Hayes explored an isolated section of the shore, the land gradually emerged from the traditional into the real; but as in other of the northern discoveries different explorers discovered various headlands and peninsulas independently and dubbed each a "land." Hayes' portion, the east coast of the north central section of the big island, became "Grinnell Land." The north end, along the Polar Sea, became "Grant Land." Other names which have stuck to localities of Ellesmere Island are "North Lincoln,"—paradoxically the southernmost portion—"King Oscar Land," "Bear Cape Land," and "Jesup Land."

Ellesmere Island lacks only about 50 miles of being the northernmost known land in the world, that distinction being held by the north point of Greenland, Cape Morris Jesup, not far to the east. Ellesmere Island's northernmost point, Cape Columbia, is famous as the starting point of Peary on his memorable dash to the North Pole in 1909. From Cape Columbia, Ellesmere Island extends 500 miles to the south, its southernmost point being still nearly 400 miles farther north than Point Barrow, Alaska, and 2,000 miles farther north than the United States-Canada boundary.

Geographic Expedition Discovers Lofty Mountains

Ellesmere Island is 300 miles wide at the point of greatest width, but the land is so cut into by deep fiords that in many places the waters of the eastern and western sides lie only 50 to 75 miles apart, distances that can be covered quickly by dog teams. These fiords, reaching toward each other from the opposite sides of the island, mark out the two or three routes that have been used so far by expeditions crossing the island. It follows, therefore, that Ellesmere Island is known chiefly along three narrow bands: one between Grant Land and Grinnell Land, one near the middle of the island, and a third toward the south end. Explorers have also traversed the entire coast of the island. The southern coast, explored by Sverdrup in 1899, was the last of the coastland to come under close scrutiny.

Despite the fact that Ellesmere Island is perhaps better known than any of

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"Rijst-tafel," Java's Food Masterpiece

In India no important repast would be complete without quantities of rice and curry. It is in Java, however, that rice is raised to its highest status as a food. He who goes exploring among the foods of the world may well pause in Java, devoting days and weeks of close attention to the variations of that Dutch-Javan food masterpiece, the *rijst-tafel* (rice table).

Rice is boiled to flaky whiteness and spread evenly on platters, each of which is to serve as an individual dish. But this rice, good as it is in itself, and later because of its borrowed savors, is as yet only the foundation of the dish, the "table" as the Dutch have it. On it are placed little heaps of choice tid-bits limited in variety only by the genius and imagination of the chef and his master's pocket-book. The foods of the superstructure may include minced bits of a number of meats prepared and flavored in various ways, their juices penetrating the rice below; little piles of delicate vegetables such as tiny peas or asparagus tips; eggs, fish, curry sauce, chutneys, relishes, semi-confections, and a choice of many other food delicacies. The *rijst-tafel* constitutes a meal in itself upon which one may dine sumptuously or with which he may toy fastidiously as his appetite dictates.

How to Be Popular in Korea

Feasting is something of an institution among well-to-do Koreans. Once or twice a year the wealthy rice landlords go to Seoul, the capital, and invite small armies of friends and acquaintances to dine with them that their prestige may be heightened in the eyes of their world. Half a dozen or more meats may be served at such a feast—beef, mutton, venison, fowls, fish and oysters. Rice, of course, holds an important place on the menu. The guests eat their portions from little individual tables.

In Japan, too, guests at feasts eat from low, small, separate tables, their dishes being served usually in the kitchen. The feast is likely to be an exception in the appearance of the *piece de resistance*—usually fish—whole before the guests. A favorite food for this sort of treatment is a big baked red snapper. It is placed on a table of its own in the center of a circle of the guest tables, and portions are served from it by a servant.

Pickled Chrysanthemum Leaves in Japan

The little tables at a Japanese feast are packed with a varied array of individual dishes. The guest probably will find clear chicken soup, the inevitable covered dish of rice, a slab of raw fish, roast bird, shrimp fritters, fruit, and various pickled greens. He may find, too, the most characteristic of all Japanese edibles, pickled chrysanthemum petals. For dessert he will have rice cakes and sweetened bean paste, a stiff jellylike substance, not unlike Turkish paste.

Traveling still farther eastward on his circling of the food world, our explorer would still have to pass through the Pacific Islands before completing his journey. Tahiti may be taken as typical of this region. There preparation for a feast means killing the fatted pig. The animal is usually roasted whole with yams and native plantains. Coconut sauce and coconut milk complete the feast which is served on a huge banana leaf spread on the floor. The guests squat or sit about this green "board" eating with their fingers.

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Rubber Comes to Tabasco

TABASCO, one of the backward states of Mexico, has taken a considerable step forward with the announcement that American interests have leased 35,000 acres of rubber plantation land.

Tabasco thus takes its stand beside Liberia and many other tropical sectors as a challenger of the present monopoly of rubber production enjoyed by the broad Far East plantations in the neighborhood of Singapore.

The state lies at the southern extremity of the Gulf of Mexico, and shares the questionable distinction with one other Mexican state and the two territories, of having no railroads. Not only is there a lack of steel highways, but there are no roads of any sort over which a wheeled vehicle can pass satisfactorily. In the matter of waterways, however, Tabasco is blessed—and often cursed—with an abundance.

Its Rivers Are Scrambled

The Grijalva and Usumacinta, both streams of considerable size, combine to form a tangled network of channels which embraces a large part of the state in a low delta. So low is much of the land and so numerous are the passages that bind the river systems together, that annually some 2,000 square miles of Tabasco are inundated. During the overflow period canoes are used universally for "cross country" traveling.

The low, almost swampy part of the state is in a belt 60 or 70 miles wide along the coast. Between overflows large herds of cattle find pasturage there. Back of this strip the higher soil is extremely rich and capable of heavy production. Dense forests cover practically the entire state. In an opening in the forest 70 miles from the sea on the Grijalva is Villa Hermosa, capital of Tabasco, a town of less than 10,000 inhabitants.

Frontera, the chief port, and only other town of importance, is a few miles up the Grijalva from the sea. Before the World War started a channel was being dredged to make Frontera a deep-water port; but work stopped, the channel silted up, and there is to-day the old difficulty of getting ships past the bar at the mouth of the river.

Yes, Tabasco Has Bananas

Boats drawing 7 or 8 feet of water ascend the river to the capital, and beyond that point flat-bottomed trading boats ply for a considerable distance. Dug-out canoes propelled by paddles and poles are used for traffic far into the interior.

Before the revolution which unseated Diaz, the old peonage system was firmly established in Tabasco and brought prosperity to the few large land owners. Since that system was abolished it has been impossible to obtain sufficient voluntary labor to operate the large plantations, and many of them are run down. The state has fine banana producing land. When the American market is such that additional fruit is needed Tabasco exports hundreds of thousands of bunches; but when the American market is adverse the banana growers suffer.

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the other Arctic lands north of North America, knowledge of it is confined largely to the coasts and the fiord crossings. Extensive areas of the interior are still unknown or imperfectly mapped and no careful surveys have been made of any of the regions.

The MacMillan Expedition, under the auspices of the National Geographic Society, this summer discovered mountain ranges on Ellesmere Island far higher than other explorers ever conjectured. The ranges proved to be a barrier to the attempt to reach the Polar Sea by Navy planes. Bad weather kept the peaks buried under clouds of fog, the arch enemy of aviation.

Greely Companion Makes First Crossing

Greely was the first to discover a pass inland into Ellesmere Island in 1882 when his expedition was stationed at Ft. Conger on Lady Franklin Bay. He found a large fresh water lake, and west of it, over a small divide, a broad ice-free valley leading to the west. One of his party, following the trail which Greely had blazed, reached the west coast. In this valley and other similar valleys are good growths of grass in the summer as well as a profusion of wild flowers. Herds of musk oxen graze in the valleys and have furnished a welcome food supply to explorers. In Grant Land are large herds of white caribou, wild cousins of the reindeer.

It is believed that large areas of Ellesmere Island, between the grass covered valleys, are capped by perpetual ice.

Three hundred miles south of Lady Franklin Bay Greely's party suffered its terrible privations in the winter and spring of 1883–4 at Cape Sabine, when 18 of the 25 men died of starvation. The site of this Arctic tragedy, across Smith Sound from Etah, is now marked by a bronze memorial tablet, placed there during the summer of 1924 by Commander MacMillan on behalf of the National Geographic Society.

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THE FAMOUS CHALK CLIFFS ON ENGLAND'S SIDE OF THE CHANNEL

It is a remarkable fact that, with the thousands of airplane flights between London and the Continent, there are only two instances of planes being lost in the Channel. In one of these cases it is believed that the pilot was shot by an insane passenger, and regulations were thenceforth issued prohibiting passengers from riding in the cockpit with the pilot (see Bulletin No. 4).

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How Geography Gives the English Channel a Bad Reputation

THE BUILDING of a great bridge is the latest proposal for taming the English Channel. Two or three times in history England has been glad for the existence of the Channel. Between times its existence has been sadly lamented and inventors have labored long to conquer it.

The tunnel plan is a proposal which never has moved beyond the dream stage. The only actual conqueror of the Channel, providing swift and smooth transportation, is the airplane. The bridge project visualizes a sea canal between two causeways which carry trains on the lower deck and automobiles on the upper deck. Great cantilever spans would permit the easy passage of ships.

Its tides and gales have long given the English Channel a bad name among boat passengers. Many who have escaped the seasickness "germ" on the open sea succumb on the 22-mile run between Dover and Calais, or the 26-mile run from Folkestone to Boulogne, the shortest routes between England and the Continent. In England it is a custom that amounts almost to an obligation first to inquire of all voyagers arriving from the Continent if they have had "a pleasant crossing."

Father Neptune has assembled in the water wedge that separates England and the Continent a continuous succession of tidal streams, cross currents, double tides, and vortexes or whirlpools. Added to these handicaps are gales in the winter and spring, while fog and thick weather are common at all seasons.

French Call It "The Sleeve"

England and France have an equal share in ruling the waves of what the English-speaking world calls the English Channel and the French call "La Manche" (the sleeve). To judge from the generally agitated character of its surface the pact is not a peaceful one. Geography, not statecraft, is the cause of this apparent discord.

Along the south shore of England, for the Channel is generally considered as extending from the Scilly Islands or Lands End to the Strait of Dover, is a succession of wide sickle-shaped bays, the shores of which run north and south, or nearly so, at their western sides, turning eastward somewhat abruptly at their heads. On the French side the arrangement is reversed. The north and south shores are on the eastern sides of the bays, generally speaking, while the gentler trend is to the west.

These sickle-shaped bays, at irregular angles, twist and retard the normal tides and currents like baffles in a steam boiler flue. Tides coming from the Atlantic are found to be progressively slower at each headland until Portland Bill, opposite Cherbourg, is reached. From this point to Selsey Bill, opposite Havre, there are double tides, corresponding to approximately the time of low water in regular tidal progression. The result is two periods of low water in this region, separated by a slight rise known as "gulder."

Dover Strait the Battle Ground of Tides

To complicate matters even more the double tide farther east corresponds more nearly with high tide, giving the effect of a prolonged high tide in most

The First Town Cortez Captured

After the Spaniards established themselves in Santo Domingo and Cuba, one of their explorers, Grijalva, sailed to the Mexican coast and explored the river which bears his name. When he reported his discoveries Cortez led his expedition to Mexico from the islands. Though that conqueror touched first in Yucatan, the community on the site of present-day Frontera was the first town he captured. After this initial success he sailed 200 miles farther along the coast and established Vera Cruz from which he extended his control over the entire country.

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STOCK CANNOT RIDE ON A LAKE TITICACA REED BOAT

The rush "balsa" is the most picturesque feature of the highest big lake in the world. The sail as well as the boat is built of woven reeds. The boat can be used for six months when it becomes water-soaked and must be abandoned. By using steamer service on Lake Titicaca one can now go by rail and steamer from Cuzco, Peru, to Buenos Aires (see Bulletin No. 5).

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Complete New Link in "Pan-American Railroad"

ALTHOUGH the arrival of a train in La Paz, Bolivia, recently marked an event of national and international importance, only a small band of welcomers was at the station to meet it, according to dispatches from South America.

The train established the first through service between Buenos Aires and La Paz. To reach La Paz it had passed over a new link of the Pan-American Railroad.

The new piece of line is entirely within the Republic of Bolivia, extending from the Argentine border city of La Quiaca northwest through tortuous mountain districts to Atocha, well up on the lofty plateau of Bolivia. At its southern terminal the line connects with the railway systems of Argentina, and through them with the lines of Uruguay and Brazil. At Atocha it is possible to make rail connections with Pacific coast ports, central Bolivia and to continue as far north as Cuzco, Peru.

Second Line to Scale Andes

South America's newest railroad, despite its comparative shortness, is one of the most important internationally south of the Rio Grande. It offers a new outlet to coastless Bolivia, which is the Switzerland of South America in this respect. Its connections farther north with lines leading to the Pacific at Antofagasta, and at Arica, in disputed territory, present a second Trans-Andean railroad, no slight accomplishment when it is considered that railroads must scale the Andes at altitudes equal to those of the peaks of Switzerland's loftiest mountains.

When the mythical "Pan-American Railroad," the Cape-to-Cairo route of the Americas is completed, this short stretch of track will convey freight and passengers from the United States over the last hard climb before descending into the fertile rolling fields of northern Argentina. More than half of the 10,500 miles separating New York and Buenos Aires have already been "paved with steel," while several hundred additional miles have been surveyed or are now under construction.

Will Help World to Discover Bolivia

Whatever its importance in a Pan-American sense, however, the new railroad is welcome to Bolivia. This stalwart, land-locked, mountain-ribbed Republic, which beyond its borders is too little known except for its mines of gold, silver, tin, copper, and other metals, has for the first time a direct rail connection with the Atlantic and the great food markets of Buenos Aires.

Southern Bolivia especially, with extensive deposits of minerals, will benefit by the advantage of competitive trade routes for the shipment of ores and other products. Some of these deposits can be easily worked, experts say. The Incas, and later the Spaniards, sought only gold and silver, abandoning other metal ores which to-day are in demand.

La Paz, seat of government and distributing center for this inland empire, greater in extent than the States of Missouri, Texas, Illinois, New York and Pennsylvania combined, now has direct rail connections with a larger Andean

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places. Southampton, sheltered behind the Isle of Wight, has two periods of high tide.

It is in the vicinity of the Strait of Dover, however, that Neptune puts forth his best efforts. To the tidal maelstrom of the Channel from the Atlantic is added the tidal stream from the North Sea. Although the time of their coming together and departing corresponds roughly, the area of meeting and separation is never slack. Between Beachy Head and North Foreland, and the mouth of the Somme River and Dunkirk, a third stream is formed by the two tidal currents, known as the intermediate stream, which, running first with the Channel stream and then with the North Sea stream, changes its direction throughout its length almost simultaneously, a sort of a water shuttle or friction surface between two conflicting sea rivers, never still.

The winds, likewise, have a powerful effect on the tidal streams and currents in this region, the latter being in the English Channel simply movements of the surface water set up by gales, some far distant. Often, under the influence of westerly winds from the Bay of Biscay, a new current is set up across the entrance of the channel, known as Rennell's current. Most of the time, however, there is a slow and almost continuous current from west to east, perhaps a branch of the Gulf Stream through the North Sea.

Form for Renewal of Bulletin Requests

Many requests for the GEOGRAPHIC NEWS BULLETINS were made for the year ending with this issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

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territory than any other city. "At the crossroads of a continent," and the terminal of four great international railroads, La Paz bids fair to become the Chicago of South America, although it is the highest capital of the world and its surrounding snow-capped peaks and labyrinth of precipitous canyons were for many years the despair of the railroad engineer.

Built Through Raw Country

Sucre, the official capital, will also soon be linked by a branch line to the new route, for Bolivia is at present time making greater progress in railroad construction than any other South American country.

The new line itself is a triumph of engineering. For many years its promise had been recognized. Ten years ago the contract was given to a European company, but the work dragged until 1921, when the Bolivian Government turned it over to an American firm.

The entire line lies between an altitude of 9,500 and 14,000 feet. Excepting the valley lands, of comparatively slight extent, the route is through a virtual agriculture waste. Precipitous canyons, many lofty bridges and bold rock cuttings, however, present a gorgeous array of wild and colorful scenery to the traveler.

From Guatemala City to Washington

As a link in the "Pan-American Railroad" the new line directs attention to the fact that the traveler can now journey with speed and comfort from Buenos Aires northward through Bolivia (with a boat connection across Lake Titicaca), as far as Cuzco, the ancient Inca capital, in Peru. Throughout Peru, Ecuador and Colombia are many stretches of completed line. Central America is also doing its part. At Guatemala City it is possible to board a train that affords direct connections with Washington, 3,769 miles away.

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A CORN-ON-THE-COB FEAST IN RHODESIA

In Rhodesia there is practically no wild fruit; so, when a missionary wished to describe Christian and Faithful in "Pilgrim's Progress," living on the fruit of the land, he depicted them sitting on their heels munching large ears of corn, "mealies," as they are called in South Africa (see Bulletin No. 1).